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Part VIII, Women in Industry. The Massachusetts Bureau has investigated many phases of this subject, having something about it in almost every report. Women are here considered, first, as partners and stockholders in manufacturing and mechanical industries, and, second, as employees in gainful pursuits in all branches of industry.

It appears from the tables that of the 28,294 partners engaged in manufacturing in the state, 1760, or 6.22 per cent, are women, and of 42,731 stockholders, 11,572, or 27.08 per cent, are women.

That the number of female employees in gainful pursuits has been increasing very rapidly is perfectly evident, but the rate of increase is not so easily determined. The figures here given only go back to 1865, and the differences in classification and in groupings reduce the possibility of comparison to a minimum.

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THE UNITED STATES CENSUS BULLETINS.

No. 6. August 4, 1890. *Financial Condition of Counties.* By T. Campbell-Copeland. Pp. 26.

This inquiry covers the financial condition of 2,728 counties; of these about one-third, or 944, are free from debt. The gross debt of the rest amounts in 1890 to \$145,693,840. The *net* debt and annual interest charges for the several groups of states is as follows:—

	Net Debt.	Annual Interest Charges.
New England, ...	\$4,489,613	\$189,709
Middle, ...	21,349,438	1,106,128
Southern, ...	20,536,734	1,408,991
Western, ...	66,580,677	4,411,553
The Territories, ...	2,388,192	201,993
	115,344,654	7,318,374

The various financial characteristics of the several groups of states are illustrated by a large number of maps. From the standpoint of clearness it may be questioned whether the symbols chosen are sufficiently simple to be of great advantage in interpreting the data.

No. 7. Aug. 6, 1890. *Indebtedness of States in 1880 and 1890.*
By T. K. Upton. Pp. 4.

This concise summary shows that state debts have decreased as follows : —

	1880.	1890.	Decrease.
Bonded debt,	\$254,903,212	\$194,800,371	\$60,102,840
Floating “	41,514,309	43,596,218	*2,081,908
Total,	\$296,417,521	\$238,396,590	\$58,020,931

* Increase.

Of the \$58,000,000 decrease, \$28,523,165 is to be accounted for by an enforced refunding of the old debt into a new one at a discount varying from 20 to 85 per cent.

No. 8. Aug. 8, 1890. *Production of Slate.* By William C. Day. Pp. 10.

Contains a statement of the production of slate in 1889. It appears that the roofing slate product is nearly double that of 1879. Tables also show the capital invested, and the average number of employees. A directory of firms producing slate is appended.

No. 9. Aug. 20, 1890. *Production of Pig Iron.* By Dr. Wm. M. Sweet. Pp. 8.

This is valuable for the prompt publication of statistics collected for the year ending June 30, 1890. It affords complete data for showing not only the immense development of this industry, but the territorial shifting of the centre towards the south. The comparative table is as follows : —

Districts.	Tons of 2,000 pounds.		
	Year ended May 31, 1870.	Year ended May 31, 1880.	Year ended June 30, 1890.
New England States.....	34,471	30,957	33,781
Middle States.....	1,311,649	2,401,093	5,216,591
Southern States.....	184,540	350,436	1,780,909
Western States.....	522,161	995,335	2,522,351
Far Western States.....		3,200	26,147
Total.....	2,052,821	3,781,021	9,579,779

No. 10. Aug. 22, 1890. *Quicksilver Mines and Reduction Works.*
By T. B. Randall.

This inquiry is one of the new features of the Eleventh Census, as no similar statement was made in the Tenth Census. All of the productive establishments reported upon, both mines and furnaces, are located in California. The world's production for the period 1880-1889 is reported as follows:—

United States, ...	407,675 flasks.
Almaden, Spain, ...	585,939 “
Idria, Austria, ...	133,557 “
Italy, ...	63,440 “
	1,093,611 “

A table also gives the production of the United States by years since 1850, the total being 1,544,844 flasks, valued at \$69,258,000.

No. 11. August 23, 1890. *Growth of Rapid Travel Facilities from 1880 to 1889, inclusive, in cities having over 50,000 inhabitants.* By Henry C. Adams. Pp. 8.

This is the first time that street railways have been brought within the scope of the census statistics of transportation. Two hundred and eighty-six street railroads are reported with a total length of 3,151 miles. Table I shows in detail the length of line in fifty-six principal cities in each year 1880-1889, with the increase per cent from 1880 to 1889. A classification is also made as to the various kinds of motive power, a summary of which is as follows:—

	Miles.	Per cent.
Animal power, ...	2351.10	74.62
Electricity, ...	260.36	8.26
Cable, ...	255.87	8.12
Steam, elevated, ...	61.79	1.96
Steam, surface, ...	221.81	7.04
	3150.93	100.00

The length assigned to each of the five leading cities is as follows: Philadelphia, 283.47; Boston, 200.86; Chicago, 184.78; New York, 177.10; Brooklyn, 164.44. This order is explained by the statement that it is a peculiarity of the Philadelphia roads and to some extent of the Boston roads that the tracks usually occupy different streets in going to and from a terminus instead of being laid upon the same street. The result of this is that roads in the cities named traverse a greater length of street in proportion to track lengths than in New York, Brooklyn, and Chicago. This inquiry has been conducted by Mr. Charles H. Cooley.

No. 12. Oct. 30, 1890. *Population of the United States and Territories: 1890.* By Robert P. Porter. Pp. 8.

The population of the United States is reported at 62,480,540, an increase of 24.57 per cent as compared with 1880. During the previous decade the rate of increase was 30.08 per cent. The bulletin is largely taken up with explaining this diminution. It is now estimated by Mr. Porter that the omissions of 1870 amounted to not less than 1,500,000, and that the population of 1870 was at least 40,000,000, instead of 38,558,371. Arguments are advanced to support this view.

No. 13. Oct. 31, 1890. *Production of Steel.* By Dr. William M. Sweet. Pp. 7.

This report covers the year ended June 30, 1890. The following table shows the production of the various kinds of steel in 1880 and 1890. The increase is 290 per cent.

Kinds of Steel. (Ingots or direct castings.)	Tons of 2,000 pounds.	
	Year ended May 31, 1880.	Year ended June 30, 1890.
Bessemer Steel.....	985,208	2,788,572
Open-hearth Steel.....	84,302	504,351
Crucible Steel.....	76,201	85,536
Clapp-Griffiths Steel.....		82,963
Robert-Bessemer Steel.....		4,504
Total.....	1,145,711	4,466,926

No. 14. Nov. 4, 1890. *Financial Condition of Municipalities.* By T. Campbell-Copeland. Pp. 67.

This bulletin treats of the debt, resources, and annual interest charges of 858 municipalities. Comparative tables are given for 1880 and 1890, as well as a summary table for each year of the decade ending in 1890. The increase of the total debt of these 858 towns and cities since 1880 has been \$50,455,045, the existing debt being \$745,949,786. For this debt towns in Massachusetts, Maryland, New York, and Minnesota are largely responsible. On the other hand, there has been an increase in the sinking funds of \$32,022,449.

No. 15. Nov. 7, 1890. *The Census of Alaska.* By Ivan Petroff. Pp. 6.

It appears that the enumeration of Alaska is nearly completed, but the returns have been received only in part, and indeed some from the interior districts cannot be obtained until next spring. The report describes the journeys which Mr. Petroff made and the difficulties encountered in the investigation. The area of the territory covered is estimated at 570,000 square miles.

STATISTICAL REPORT OF INTERSTATE COMMERCE
COMMISSION.

Second Annual Report on the Statistics of Railways in the United States to the Interstate Commerce Commission, for the year ending June 30, 1890. Henry C. Adams, Statistician.

In addition to the detailed tables Prof. Adams discusses two subjects of statistical method as applied to railways. The first concerns the classification of railway statistics. Upon this it is remarked that for correct statistical analysis railroads ought to be classified according to the social and industrial conditions which environ them. In arranging for a classification the following principles should be kept in mind:—

First. Some regard should be had to the nature of competition between railways themselves. There is, perhaps, no better indication of the direction in which competition between railways works than the grouping of railways themselves as seen in the various freight and traffic associations that have come spontaneously into existence. It would, then, seem proper, in adopting a rule of classification, to have some regard to the territories covered by the various railway associations.

Second. It would also be desirable to take into consideration the nature of the service rendered by the railways. Under this head it would be necessary to note the density or sparseness of population in the territory through which the railways run, and the nature of the industries that provide freight to be carried. Thus, there are certain roads that are distinctly mineral-carrying roads; others serve wheat-growing districts, cotton-growing districts, and the like. There are some reasons for classifying railway statistics on lines here suggested.